NEW YORK BASE TOTAL MOUNTAIN TAKETARY IN 1980

Captain General to look after fillbusters in that quarter The Republic of St. Domingo was in an un usely quiet state politically.

A Portuguese fore-and-aft schooner, with a crew of twenty men, had been seized at Port-su-Platte en suspicion of being a slaver, and taken to St. Domingo City. The health of Port-au-Platte was good.

Suspension of Cabinet Movements, Washington, Jan. 9, 1853. General Atherton left this city to-day for Concord. The accident to General Pierce seems to to have temporarily suspended Cabinet movements and operalectors.

The Faneral of Gen. Pierce's Son-The New-

The Funeral of Gen. Pierce's Son-The New-Hampshire Legilature.

CONCORD, Saturday, Jan. 3, 1853.

The funeral of Master Benj. Pierce will take place here on Monday. We learn that Gen. Pierce and his wife still remain at Andover.

The Legislature adjourned this morning. The bill to divide the State into Districts, for elections of Senstors, was passed by 114 to 55.

The Senate passed the Railroad Union bill last evening, by 7 to 5.

The State Reform School scheme was postponed to next Session.

poned to next Session. The Mexican Boundary Commission.

Providence Journal has received advices

Inc Providence Journal has received advices from Mr. Bartlett, the Mexican Boundary Commissioner, dated Monterey, Dec. 11. The party were all in good bealth, and had met with no serious accident, although the country through which they had passed swarmed with hostile Indians. Mr. Bartlett reached Camargo in six days, where Major Emory had already arrived to meet him.

Brection of the Jackson Statue. WASHINGTON, Saturday, Jan. 8, 1853-12 M.

The procession has just moved from the City Hall for Lafayette Square in order of programme.

The military escort is composed of the following companies: Ringgold Flying Artillery, Col. Taylor, ordered here from Fort McHenry, Baltimore; a de-Bachment of Marines under Lieut. Henderson; Wash-Ington Light Infantry, Capt. Tate; National Greys, Cept. Bacon; Continentals, Capt. Wilson; Walker Bharp Shooters, Capt. Bradford; German Yagers, Capt. Schwartzman; Boone Riflemen, Capt. Bright.
Then followed surviving officers and soldiers who

served under Jackson, and a civic procession according to the programme. Many distinguished individuals took part in the procession, which presented a very Imposing appearance.

The day could not have been a finer one The procession reached La Fayette-square a few minutes before 1 o'clock, where a magnificent spectacle

Near the statue, which stands in the center of the square, were two elevated ranges of sents, occupied by undreds of ladies; the capacious and beautiful square

hundreds of ladies; the capacious and beautiful square itself was filled with a vast multitude of citizens and strangers, various estimated at from ten to twenty thousand; while at the windows, and upon the balconies and house-tops of the princely dwellings around, were numerous groups of spectators.

Directly west of the statute a restrum had been erected for the crater and distinguished guests. We noticed upon it Clark Mills, Esq., the erist; Hon. S. A. Douglas, the orator; Rev. Messrs. Butler and Gallagher, Chaplains to Congress; the President; all the Members of the Cabinet; Generals Scott and Wool, in full uniform; Gen. Houston, Col. Benton, Gen. Armstrong, Father Ritchie, F. P. Blair; the Committee of Arragements, viz: Mayor Maury, B. B. French, Wm. C. Rives, and several others.

At one o'clock the services commenced with an appropriate prayer, by Rev. C. M. Butler, Chaplain to the Senate.

Hon. S. A. Douglas was introduced by Major French.

Hon, S. A. Douglas was introduced by Major French. Hon. S. A. Douglas was introduced by Major French.
Mr. Douglas pronounced an eloquent oration. He
commenced by an allusion to the statue before him, the
product of the genius of Clark Mills, who had never
even seen a statue of the kind before. The statues of
Peter the Great and the Duke of Wellington presented
no such admirable arrangement, the horses being
maintained in rampant attidues by being bolted to thoir
pedestals at the tail, whereas this was self-poised. He
then gave a biographical notice of General Jackson, and
concluded with enconlums upon his illustrious deeds.
Clark Mills was then introduced, and received with

then gave a hographical nonce of oriental states of, and concluded with enconiums upon his illustrious deeds. Clark Mille was then introduced, and received with much cheering. He waved his hand to his assistants, and instantly the veil parted, fell, and disclosed to the view of admiring multitudes the magnificant bronze tistue. Inscribed upon the marble pedestal, upon the north side, are the words:

"OUR FEDERAL UNION, IT MUST BE PRESERVED." Upon the south side :--

"ANDREW JACKSON."

"Died June 8th, 1843."

The artist uttered no words ; the statue spoke for him and smid the most enthusiastic cheering he bowed and retired.

Rev. Dr. Gallagher, Chaplain to the House, pronouncd a benediction.

Martial music and beeming of cannon followed, and entinued while the military countermarched around

continued while the military conternarenet around the statue. The military then reformed, and having returned to the City Hall, were dismissed.

We noticed Mr. Stansbury, the artist, elevated upon a platform, sketching the scene in Lafsyette-square.

The supper of the Jackson Association, at Jackson Hall, this evening, was served up in the style. Up to the hour of closing the telegraph office, speaking had not commenced.

Conlition Movement in the Massachusetts Legislature-Great Excitement. Boston, Saturday, Jan. 8, 1853.

In the Legislature, to-day, considerable excitement existed in consequence of an attempt by the
condition to postpone filling the vacancies in the Senate,
assigned for to-day, until the name of Judge Mack, of
Essex, one of the candidates, who is dead, was expunged. A very warm debate ensued, and lasted until
2 o'clock, when the coalitionists succeeded in carrying
their point and both Houses adjourned until Monday.
No Governor can now be elected until Tuesday.

Arrest of a Member of the Michigan Legis lature on a Charge of Aiding a Prisoner

to Escape.

DETROIT, Saturday, Jan. 8, 1853. Considerable excitement existed at Lansing Considerable excitement existed at Lansing as member of the Assembly, by Under Sheriff C. W. Tutla, of this city, on an indictment found against him last Jue, at Mackinaw, for aiding the escape of a prisoner. Mr. Tuttle petitioned the House for permission to remove him. A resolution ordering him into the custody of the Sergeant at Arms was laid on the table, and the whole smaller was referred to a Select Committee.

The Ohio Democratic Convention-Nomina-

COLUMBUS, Saturday, Jan. 8, 1833.
The Democratic State Convention met this morning, and made the following nominations for State

officers.

For Governor—William Medill, of Fairfield Co.

Lieut. Governor—Mr. Bliss, of Allen Co.

Treasurer—Mr. John G. Breslin, of Seneca Co.

In the Caucus, last night, a fight occurred between the

Miamis and Sawbucks of the Hamilton Co. Delegation.

Opening of the Ohio Railrond-Billy Bow-

BALTIMORE, Jan. 9, 1853. The Governor and seventy members of the

Virginia Legislature, and all the members of the Maryland Legislature, have arrived in this city, to join in the eponing celebration of the Ohio Railroad to-morrow.

The Southern mail has come through from New Orleans. The Taliahassee Floridian confirms the reported refusal of Billy Bowlegs and his friends to suigrate. They had all deserted their villages and were secreted in the swamps. Measures for his immediate trulling are recommended.

expulsion are recommended.

Gen. Joseph Bennett, of Macon, Ga., formeryof New-York, was killed on Sunday last in former
thy, by falling from the second story window of a
hulding.

Emigration to Liberta, &c.

Two mails have arrived from New-Orleans. but we find no news of interest in the papers.

The brig Zebra sailed from New-Orleans on Saturday last, with 140 emigrants for Liberia.

Quick Trip of the Steamer Florida. SAVANNAH, Tuesday, Jan. 4, 1853.
The steamship Florida, Capt. Woodhull, from New-York, has arrived at her wharf here, in sixty hours from New-York. She was off Charleston Bar is forty-niae hours from New-York—the quickest run ever made to that point.

Produce for New-York-Lake Navigation DUNKINK, Saturday, Jan. 8, 1852.

A train of eleven cars, loaded with live Hogs, and four ears loaded with dressed Hogs, came over the flutfale and State Line Railroad last evening, en route for New-York via the N. Y. and Eric Railroad.

The weather is fine and navigation still open The steamer America passed this port this morning on the way to Buffalo.

SEVEN DAYS LATER FROM EUROPE

ARRIVAL OF THE AMERICA AT HALIFAX. NEW ENGLISH MINISTRY.

COTTON FIRM. BREADSTUFFS UNCHANGED. LATER FROM AUSTRALIA.

By the Nova Scotia, New Brunswick and Portland Lines to Boston, and thence by the House Printing Telegraph Line.

HALIPAX TELEGRAPH OFFICE, Jan. 9, 1853. The R. M. steamship America, with one week's later intelligence from all parts of Europe, arrived at this port at 12 o'clock to-day, having sailed from

Liverpool at 10 A. M., on the 25th ult. She brings the news of her own arrival at Liverpool from Boston, on Monday morning, 20th ult., at 94 o'clock.

The Hermann arrived off Southampton on Sunday evening.

The Baltic arrived at Liverpool at 94 o'clock on Friday evening.

The Humboldt was detained at Havre for want of water until Friday morning, 24th.

A few paragraphs comprise all the news of interest by this arrival. The English Ministry is not yet completed

under the Premiership of the Earl of Aberdeen. In France, affairs are not only quiet, but

The Emperor of Austria and the Kings of Pruseis and Hanove are again enjoying each others society at Berlin.

The insurrection is spreading in Turkey. A new Ministry has come into power in Spain under the Presidency of Gen. Rocali.

ENGLAND.

Respecting the new Ministry, all that is known up to this time, simply because it is all that has been definitely settled, is that Lord Aberdeen is now the head of the Government, with the entire concurrence of Lord Landowne and of Lord John Russell, and that Lord John Russell is said to prefer to hold a seat in the Cabinet, without the emoluments and labors of a department. Accounts state that it is expected that Lord John Russell will consent to take the Foreign Office, and Lord Palmerston the Home, but this seems unlikely.

The proceedings in Parliament have referred

solely to the transition of the Ministry. Both Houses met on the 20th, when Earl Derby officially announced the resignation of the Ministry, and entered into a lengthcaed statement of the causes which led to the Disraeli, in the Commons, made a similar

Pisreell, in the Commons, made a similar amountement. Both Houses then adjourned till Thursday, 23d, and subsequently, on the reassembling of the Houses, again adjourned till Friday, and subsequently till Monday, 27th before which nothing definite can be known by the public.

A meeting of gentlemen was held at Managardi the content of the content of

chester during the week, to invite Mr. Ingersoll, the American Minister, to a banquet in that city, Mr. Ingersoll accepted the invitation for January 7. On the 4th his Excellency will dime with the American Chamber of Commerce, at Liverpool.

A Peace Convention is to be held at Manches-

r on the 27th and 28th January.

The Limerick Chronicle understands that Mr.

Russel, M. P. for the city. is forming a company, with a prospect of success, for a line of steamers between Limerick and America.

Lord Malmesbury has appointed his brother, Captain Harris, to be British Representative at Lims,

Captain Harris, to be British Representative at Lims, with a salary of £2,000 per annum.

W. M. Dyer is appointed British Consul at

The steamer Oronoco had arrived at Southampton with the South American mails. Several passengers had died of fever, and the ship is in quarantine. The Oroneco reports thirty deaths from fever on board British ship of-war Dauntless, and there was much sickness generally at Jamaica and St. Thomas.

Australian dates are to the 29th September

from Sydney, which had been declared a free port. The Sydney gold fields were productive. Flour £22 per tuu. old 67/268/ per ounce.

Melbourne dates to the 8th Sentember report

the yield at the rate of £15,000,000 per annum.

Adelaide dates to the 15th September are very favorable, agriculturally, with rumors of gold within 20 miles of Adelaide. Flour £25 per tun.

FRANCE.

The news from Paris relates solely to the The news from Paris relates solely to the Emperor's movements. It is duly chronicled that his Majesty reviewed the troops and attended divine service, and that he took exercise in the forest at Compeigne, with a numerous retinue. On his return to Paris, 24th, commence a series of balls, soirées, &c., at the Tuleries. Something of this kind was needed, for Paris was extremely dull. It is believed to be true that overtures of conciliation had been made by the chiefs of the Modcrate Republican or Cavaignac party, but they were firm-

Napoleon does not disguise his want of able men or the hostility to his Government of all the states men of eminence who were in office under previous

The Senate had ventured to a small show of sudependence by hesitating to confirm the Emperor's exposed modification of the Constitution of the 14th February, 1852. Their Committee used every argument to dissuade him from his determination, but his only answer was: "So the Senate wants a conflict, for form's sake." They afterward agreed to an amendment, giving the Emperor the initiative in remodeling the tariff, on asking the advice of the Senate.

The Empire was proclaimed at Algeria on

the 13th December.

M. Persigny and M. Fonto have had a quar-rel and are said to have bandled insulting epithets in the rusence of the Emperor.

Abd-el-Kader sailed Dec. 21 from Marseilles,

on board steam frigate Labrailor, for Turkey.

The Moniteur says the Empire was proclaimed on board the French ships of war in the Tagus on the 7th inst., when the British and American ships of war in the river saluted the French flag with 21 guns.

The marriage of the Princess Vasa with the

Emperor a not disconsolate wooer.

We learn by telegraph that the modifications of the Constitution of France are officially published.

The Emperor is to grant all amnesties, make treaties, and order the public works. The Ministry is to vote on the Budget. Prince Jerome is to be heir presumptive.

Serious differences with Morocco are re-

SPAIN.

Bravo Murillo's Ministry has resigned, and is succeeded by Gen. Roneall, President and Foreign Min-ister; Lird, Minister of War; Vahey, Justice; Aristaya-bal, Finance and Director of the Public Debt; Lorento, Interior, The Minister of Public Works has not been

Merchandise coming in Spanish ships from Gibraitar, Portugal, Algoria, and ports between the Gironde, are beneaforth exempted from any custom du-ties, but those fixed for tariffs for the native flag. Gov-ernment announces having received most setisfactory accounts from Cubs, dated 15th November.

A movement is on foot to continue Prince Torlonie's monopoly of salt and tobace for nine years more, on condition that he buy up part of the paper money, and all the gold, siver and coin struck at Mian and Venice. The Provisional Government is ordered to be cancelled

PRUSSIA.

The Emperor of Austria is visiting the King of Prussis at Berlin. The King of Hunover and some small potentates are also there, and great festivities are going on.

TURKEY. Accounts from Constantinople say that the question of the Holy Places had been seatled by the Turkish Government conceding all the demands made by the French Ambassaior.

the French Ambassador.
The Money market here is still in a bad state; discounts on Government paper average eight to ten per cent., with coin inaccessible in any quarter. It is reported that the Bank of Constantinople has been done away with and replaced by some other means keeping exchange at per.

The whole of the Sclavish races in European

urkey appear to be in a state of insubordination.

A formidable rising in Albania is reported.

has Calcutta dates to Oct. 15, and Cape of Good Hope

CAPE OF GOOD HOPE. The serew steamer Harbinger, at Plymouth,

Cape frontier is of an important character. The ensury has no where railled in 50700, Sauboll and Mucoma are epoken of as fugitives. Sangols, a chief condemned to death by Court Martial, had had his sentence commuted LATEST NEWS.

The Australian steamer had not arrived at pe when the Harbinger left. The news from the

The following may or may not be mere guesswork. The Sun says the following list is said to contain the names of all those members of the new Cabinet whose appointments were known up to the time of going to press: First Lord of the Treasury, the Earl of Aberdeen; Lord Chancellor, Lord Cranworth; Foreign Secretary, Lord John Russell; Home Secretary, Lord Palmerston; Chancellor of the Exchequer, W. E. Gladstone: Colonies, the Duke of Newcastle: Admiralty, Sir James Graham; War, Hon. Sydney Herbert, Board of Control, Sir Charles Wood ; Postmaster-General, Marquis of Clanricarde. On Monday the new writs will be moved, and the new Ministry will take possession of their respective Departments.

The Sun in a third edition adds to the above list the following changes and appointments: The Duke of Argyle, Privy Seal; President of the Council, Lord Clarendon; Postmaster General, Lord Canning Board of Works, H. Molesworth; Duchy of Lancaster Lord Granville: Board of Trade, E. Cardwell: Attorney-General, Sir A. Cockburn; Solicitor General, Mr. Page Wood; Secretaries to Treasury, Messra. Hayter and Wilson. Irish appointments: Lord Lieutenant, Earl of St. Germains: Attorney-General, Mr. Brews ter : Solicitor, W. Keith.

COMMERCIAL INTELLIGENCE.

From Brown, Shipley & Co.'s Circular. From Brown, Shipley & Co.'s Circular.

Liveurou, Friday, Dec. 24, 1832.

During the past week there has been more steadiness in the Corton market, with a partial improvement of oneeighth per yound in the middle quantices of American.

The demand continues limited, but the firmness in the
American market, under the pressure of heavy receipts,
has given to boiders more confidence in present prices. The
sales for the week ending last evening amount to 32,330
bales, of which speculators took 2,000, and exporters 850,
Quotations: Orieans Fair, [6]: Middling, [5]: Middling, [5]: Middling, [5]: Middling, [5]: Middling, [5]: Middling, [5]: Middling, [6]: Midd

From a Private Correspondent.

From a Private Correspondent.

LIVERPOOL, Dec. 25, 1852.

Cur COTTON market closed last evening with an improved feeling, as compared with the last advices per Canada, especially for middling qualities, the prices for which are stiffer without scarcely a quotable advance. We quote fair Orleans at 64d, and uniddling at 54d.; Upland fair, 25dd.; middling, 5½. The total sales of the week foot up in round numbers 25, 60d, of which speculators took only 2,000 and exporters 1,000 bales. In Bernadstuyes our markets are essentially the same as reported by the Canada. Western Canal FLOUR continues in fair demand at 26, and Ohio at 286. Colon Corn commands full rates—say 34d. Of White there is little or none on sale. Consols fluctuate but little and closed yesterday at 1902.

The Havre Corrow market has undergone no quotable change since last advices, and the sales of the week ending Wednesday fall a trifle under 4,090 bales at steady prices.

Liverpool Grain Market.

The Liverpool Grain market was quiet at last week's prices. Brewn, Shipley & Co. quote Western Canal Floura 29/6; Philadelphia, Ohio and Baitimore, 29/; Canadian 26/to 29/; Sour, 24/6 to 25/. Wheat—White, 7/4 to 7/10; Red, 6/6 to 7/3. Corn—White, 50/4; Fellow, 34/6; mixed, 54/. There will be but little business doing until after Christmas.

Liverpool Provision Market.

(From William Garber and Goorge Bademach's Circulars.)

New Brief is in fair inquiry, and holders ask an advance on last prices, which has not been generally conceded. Pork is again dearer, within inpower tendency. Kearly the whole of the late import of Apples has been taken by dealers, but without improvement. Baldwins are rather better, say 13/ to 14/9 \$\rightarrow\$ bit.

Liverpool Produce Market.

Liverpool Produce Market.

[From Brokers' Merchants' Circular.]

Asites rather dull at 28 for Pots, and 23 for Poarls.

Bark in retail inquiry at 9/3/29/6 for Philadelphia, and 8/
for Baltimore. Brasswarmore plentiful and easier. Covree, nothing worthy of notice reported. Dyswoons—The
transactions are limited to sales of 100 tims vurious kinds at
former quotations. There is little change to notice in Lard.

Sales of 100 tims at about 61/. Stoan—Transactions were
chiefly confined to retiners. Sales foreign, 3/200 bass Brown
Macso and Parabaio at 17/3/218/. Molasses sells readily
on arrival at full prices. Oils—About 600 tims changed
lands yesterday on the spot, and to arrive, at £32/10/2
£33/10. Seal and Rape Oils continue steady. Naval.

Storkes—Resin continues in demand at 5/6/2/6 for common, up to 13/ for time. Sales of Turpentine for the week
are reported at 2/9/60 bibla at 11/ per cwt. No sales of Spirits, except 30 tims, at 50/ per cwt. There is no Tar here.

Linzed Cake sells readily at former quotations. Rick—
There had been a better demand for East India, and large
sales were made at 9/4/21/. There was more doing in TalLow. Sales, 600 casks at 44/6/246/6. Domestics continue
dull of sale.

London Markets.

London Markets.

From Bering Brothers' Circuler.

The London Pacoucer market closed on the 22d, and will not reopen until Tuesday, Jan. 24. The transactions since our last have, with the exception of Sucas, which has been in active demand at 6 advance, not being extensive, but holders generally continue firm. Breadstreps quiet, Cotton steady. Letters say the Ecuadorian Government still professes a desire to arrange the foreign debt, and expresses the belief that Urbino will eventually do something toward the permanent interest of the creditors. Baring Brothers advocate the payment of the First of January Dividends on South Carolina Starling Bonds, Maryland Sterling, Massachen Blonds and Canada Debenturo. South Carolina Sterling Bonds, Mar chusetts Bonds and Canada Debentur

Havre Market. The sales of the week comprise about 3,000 bales, without any very marked alteration in quotations for inferior decriptions, against 4,000 bales of imports. Our stock is now valued at 17,277 bales, of which 14,260 bales are American.

Money Market.

A good demand for Money continues, without change in the rate of discount. The bullion in the Bank of England amounts to \$21,000,000. Coursols for account left off at 100/ 2011 ex-dividend. U. S. Stocks—Bell & Co. report the market for American Stocks very active. Buring Brothers & Co. say we have no alteration to notice in quotations. The

Freights

To the United States are less firm, owing to large arrival of shipping. Dead Weight has been less offered, and in many instances lower rates have been taken. Steerage Passengers remain without improvement. Prices to New York about £2 10/.

SHIP NEWS.

Arr. from New York 19th, Hermann, (steamer.) at Cowes, Ehan Gravesend, 20th, Minna, at do., Arbilles, at Naples, Tist, Gar-ck, at Liverpool; 24th, Alber, Niagara, and Baltic, (weamer.) at regreool.

orol. from Savannah 24th, Win. Pirrie, at Liverpool. from Charleston, Samoset, Havre; 19th, Micn. 20th, Savannah, at Liverpool; Julia Howard, at Art. from Charleston, Samenet, Party 1993.

Gen. Parkhill, do.

Art. from Mobile 24th, America Union, at Liverpool.

Art. from New Orleans 12th, Datas at Bermen, 17th, Marion at Havre Owner, and Mobile 24th, America Union, at Liverpool.

Art. from New Orleans 12th, Datas at Bermen, 17th, Marion at Havre Owner, and Liverpool.

Have Owner, and Liverpool. Parthems, do. Bermen, 17th, Livie Harward at Liverpool. Parthems, do. 5. Sidem do. 21th, Louisians, do. Martas Wood, do.; John Hearty, do.; Josish Bradlee, do.; Edward, Martas Wood, do.; John Hearty, do.; Josish Bradlee, do.; Edward, John Haven, do.; Pelcon Satz., do., Chiarles and Jace at Antwerp. 22, Gen. Dunlay at Liverpool; 54th, Richard Coden, do.; Sid. for New York, 18th, Helen Maria, from Deal; Gentrade, do.; Sid. for New York, 18th, Helen Maria, from Deal; Gentrade, do.; Mier reporting; T. J. Wichellausen, Ramagatte, Chricke, din Cowne, Madoma, Gom the Fill: Heary Warren, do., Surprise, from Senting Liverpool, Hero, do.; Rewer, do.

Sid. for Booton, 18th, Lorest Queen, Victoria, from Deal; Odensa, John Dealm, Jenny W. Parve, form Deal; Odensa, John Dealm, Jenny W. Parve, form the Pill; Alkinger, from Deal; Odensa, John Dealm, Jenny W. Parve, form the Pill; Alkinger, from Deal; Odensa, John Dealm, Jenny W. Parve, from the Pill; Alkinger, form Self, to Nobile 18th, Aame, from Clyde, Arabias, Torray, and

verpool. Sid for Mobile 14th, Acme, from Cirde; Arabian, Torray, and leaketh, from Liverpool; Sr C. Namer, do.; 27d, Mary Caroline hanbeth, from Liverpool; Str.C. Naper, do., 124, Mary Ceromes, A; Childe Harold, do.; Roval Soveresqu, do., 8d. for NewStylean Dec. 17, Kilby, from Gravesend; 18th, Elian, n., from Poll; Wm. Sturges, from Liverpool, Manulle, do., Orienta, 19th, Octagon, from Deal; Metoka, from Gravesend; 22d, Con-17, Liverpool; Themis, do., Bell Rock, do., Olympia, do., Mart-Ckennie, do., 23d, Jane. do., Gulmer, do., Olympia, do., Mart-Ckennie, do., 23d, Jane. do., Gulmer, do., Olympia, do., Mart-

Also arr. from New-York, Olivera, at Lisbon; 23d, Arabella, at Grancested.

Sid. Ser. New York 21st. Admondate, from Cardiff; 23d. Patrick
Henry, and Messenger, from Portmouth.
Also add Ser Beston Lore, from
— Are, from New Orleans 11th, North Carolina, at Cadit.
Also add, for New Orleans 11th, Honry Nessanth, from Cardiff; 22d.
Carrick, from the Clyde; 23d, Naples, from Cowes, Assets, for
Carrick, from the Clyde; 23d, Naples, from Cowes, Assets, for

Also ald, for Mabile 21st, Advance, from the Clyde. Passengers.

Opening of the Milwaukie and Mississippi Railread.

Railread.

JANESVILLE, (Wia.) Friday, Jan. 7, 1853.

The opening of the Milwaukie and Mississippi Railroad to Janesville, was celebrated yesterday at this place. A train of 15 cars arrived here at 3 o'clock, P.M. A large crowd had gathered at the depot, and great enthusiasm prevailed. Charles A. Gordon on behalf of the city welcomed the citizens of Milwaukie. E. H. Holton responded in a short but elegant speech, and the proceedings all passed off pleasantly. Wreck of the Schooner James C. Fowler-

PHILADELPHIA, Saturday, Jan. 8, 1852.
A letter from Lewes states that the schooner

A letter from Lewes states that the schooler James C. Fowler, Capt. Anderson, from Miliord, Del. for New-York, loaded with grain, struck, on Wednesday night, on Seven Mile Beach and filled. The Captain and one of the crew lashed themselves in the rigging and perished. The rest of the crew swam ashore. The hody of the Captain has been sent to Wilmington, where his family resides.

New-Hampshire-Adjournment of the Legis-

Concoso, Saturday, Jan 8, 1853 The Legislature of this State adjourned at noon to-day after a session of fifty-three days, during which a large number of accipassed. Among them were bills creating many corporations. Two banks were made—a new one in this place, to be called "The State Capitol," another at Newport called "Sugar River Bank." Many fectories were chartered, viz. for a new mill at Garvin's Falls or Manchester, granted to William Amery and others, capital one million. Two more of same nature. The State was districted for Members of Congress and State Senators. The Union Railroad Bill passed. This occasioned nuch excitemen, and an immuse array of council and hoby members. The Union Railroad Bill passed will not be built just at present; probably this matter was a great feature of the session. A bill passed for the inspection of Flour, an important one. The Governor will have considerable patronage by it, and the New-Hampshire Yankous better bread, it is hoped. Awful stuff has been sold here for superine brands, although thousands of barreis pass down the railroad from Clereland and Ogdensburg, weekly.

The bill to divide the State into Districts, for election of Senators was passed, by 114 to 55.

The Senate passed the Railroad Union Bill last even.

The bill to divide the State into Districts, for election Senators was passed, by 114 to 55. The Senate passed the Railroad Union Bill last even ing, by 7 to 5.

The State Reform School scheme was postponed to

The Great Western Conspiracy Case. The trial of the Martha Washington Conspirstors was progressing at Columbus, and the testi-mony of the witnesses for the defence is, in many im-portant particulars, quite contradictory.

Powder Mill Exploded-Three Lives Lost. Boston, Saturday, Jan. 8, 1833. The mill of the American Powder Company. at Acton, Mass., blew up yesterday, killing three med named Hudson, Balcom and Hanson. 159 kegs of pow-der exploded.

Letter from New-Mexico-Startling Expe-

sition. New-Mexico, Santa Fr. Friday, May 27, 1852. Siz: It may be well to promise that I consider Sir: It may be well to promise that I consider it certain that some radical change must and will be made in the Government of this Territory sooner or later: that the people of the United States will not consent to bear this heavy burden, endlessly, without receiving the slightest return, and without even the possibility of bettering the condition of this people. It would, therefore, seem to be a question only as to time. I would respectfully submit the following project: Place the Territory in the same relation to the Government of the United States that it held toward the Mexican Government before the war.

Withdraw all the troops and civil officers, and conduct that Government in their own civil officers, and conduct that Government in their own way, under the general supervision of our own Government. It would probably as-

Government in their own way, under the general super-vision of our own Government. It would probably as-sume a similar form to the one we found here in 18th, viz., a civil Government, but under the entire control of the Governor. This change would be highly gratifying to this people, and I believe they would cheerfully pledge themselves never to ask for any further add from the United States than the same appropriations that were granted to the other Territories. There would be a pronunciamento every month or two, but these would be of no consequence, as they are very harmless when confined to Mexicans alone.

confines to Mexicans alone.

With all the economy that can be used, and exertions is agriculture, &c., so long as we hold this country, as we do now, it must be a very heavy burden to us; and there never can be the slightest return from all this outlay; not even in meliorating the condition of the people; for this distribution of public money makes them more idle and worthless. There is no possibility of anylchange for the better. Tweaty—fifty years hence—this Territory will be precisely the same it is now. There can never be an inducement for any class of our people to come here whose example would improve this people. Speculators adventurers, and the like, are all that will come, and their example is rather permicious than beneficial.

No civil government, emanating from the Government of the United States, can be maintained here without the aid of a military force—in fact, without its being virtually a military Government, I do not believe there is an intelligent man in the Territory who is not, at the present time, fully sensible of this truth. All branches of this Civil Government have equally failed—the executive, for want of power; the Judiciary, from the total incapacity and want of principle in the juries; and the legislative, from want of knowledge—a want of identity with our institutions, and an extreme reductance to impose taxes; so much so, that they have never even provided the means to subsist prisoners, and, consequently, felons of all kinds were running at large.

pose taxes: so much so, that they have never even provided the means to subsist prisoners, and, consequently, felons of all kinds were running at large.

The New Mexicans are thoroughly debased and totally incapable of self-government, and there is no latent quality about them that can ever make them respectable citizens. They have more Indian blood than Spanish, and in some respects are below the Pueblo indians, for they are not as honest or industrious. In this remark, I allude to the lower classes. There are some educated gentlemen, with respectable families—about enough for imagistrates and other official persons. There is not much increase in the population, owing to their gross deprayity. I doubt if there is a tribe of Indians on the Continent who are more abandoned in their commerce between the sexes than the great majority of this people.

merce between the sexes that the street merce people.

The reduction of Government expenses was, no doubt, the primary cause of the recent disaffection. As a conquered people, they feel a natural dislike toward us; but so long as we kept them supplied with money, and they had nothing to do but revel in their vices, they were content to stille their patriotism. It requires but very little to subsist them, and, therefore, a small pittance enables them to pass their time in idleness and vice; but that little they must have, and there is now no way they can get it. The truth is, the only is now no way they can get it. The truth is, the only resource of this country is the Government money. All classes depend upon it, from the professional man and the trader down to the beggar. Before we took the

is now no way they can get it. The truth is, the only resource of this country is the Government money. All classes depend upon it, from the professional man and the trader down to the beggar. Before we took the country, a considerable part of the population earned a scanty livelihood at the mines; but this work was abandoned directly when the Government money was scattered broadcast among them. These mines are not productive, and never can be made so, in comparison to the inexhaustible mines of California; but a part of this people managed to earn at them a few shillings a day, and that supported them. They will be obliged to return to this work again as the only means of living, while the rest must get from the soil the few articles that are necessary for their subsistence. There can never be any profitable agriculture in this country. There is but a very small part of it that is arable land; the valley of the few streams comprise the whole of it and much of this cannot be cultivated, owing to the efflorescence of salt, and the residue requiring such a laborious kind of irrigation and cultivation that corn cannot be raised here for less than a dollar a bushel. But, even if it could be raised as cheep as it is in Missouri, there would be no market for it beyond the wants of the Government; and no agricultural product would ever pay transportation from this remote country.

With regard to their protection from the Indians, they would have the same that was extended to them by the Mexican Government—that is to say, permission to defend themselves. Besides, they would be much better armed than they have ever been before, and the Indians would have more respect and fear for them. There is, too, a growing disposition on the part of the Indians to remain at peace, and support themselves by cultivation. The Navajoes and Utahs are perfectly quies, and the Apaches, the only hoetile bands now in the Perritory, have committed no depredations within the last month, and have seet in word that they would see no better able

It may be thought that the abandonment of the nex posts so recently established would be a great sacrifice; but it would not be so. They were built entirely by the troops, and cost but little, and labor was beneficial to the command.

I saw, Sir. with high respect, your obedient servant,

K. V. SUMNER.

Brevet Col., Lieut. Col. 1st Dragoons. 9th Department, In charge of executive office Han, C. M. Contab. Secretary of Wa THE RIGHT OF SEARCH IN PRACTICAL SHAPE

THE RIGHT OF SEARCH IN PRACTICAL SHAPE.

We stated yesterday the report that the schooner Aid, of
this port, had been boarded and searched by the officers of
a British sloop. The following additional particulars have
been furnished to as by Capt. Steller: He was sailing at the
time with a light breeze, inside Stone Key, making in for
Cardenas; the flag of the United States was flying at his
mast-lead. An officer and six men from the West, a Brittah sloop-of-war, boarded him. He gave an account of his
vessel, where he was from, and where going to; but this did
not satisfy, and they proceeded to rearch his hold. Finding
nothing there, the officer then demanded his papers, and as
four examining these, he and his men left the achooner. Capt.
Stellor does not complain of any ill-treatment or ruddense
from them, but thinks they have most positively ascerted
the right to search United States vessels in American waters.

[Charleston Standard, Jan. 5.

The President has officially recognized un A. H. Runge as Bremen Consul

Cholern and Intemperance.

Rev. Henry W. Lee, D. D., Rector of St. Luke's Church Rochester, in a sermon presched on Thanksgiving day gives a thrilling account of the suf fering of the intemperate portion of that community, by cholers, during its prevalence in that city the last

by cholers, during its prevalence in that city the last summer. He says:

To this city of the living, the past year has been the most seal and trying of any in its entire history. God sent the pestilence among us, and filled our dwellings with mourning, and lumentation, and wee. In some cases, houses were actually depopulated by the dread disease, and cortain is califies were made sadly desolate. About one-eightlich of our population were swept away by the postilence alone, while others were removed by the ordinary diseases which prevail in our midst. Our own parish by no means escaped. It suffered as it never suffered before. The grave yawned for victims from among ourselves; and we furnished a fearful proportion of those who fell beneath the desolating scourge. About one-fifteenth of the whole number of victims were nominally of this parish; while of the deaths

About one-fifteenth of the whole number of victims were nominally of this parish, while of the deaths among the Protestant portion of our population, about one-sevensh were in families connected with this congregation. In fifty days, I was called to attend fitty burials, including those of some who died of ordinary diseases: while the majority were of those who were carried off by the pestilence.

Never, my brethren, can I forget the dreadful scenes of August and September, thus far the most trying of my pastoral life. By day and by night, I was at the bed-side of the dying, pointing them to the Savior of Sinners, and endeavoring to help them to prepare to meet their God. Some departed in the triumphs of faith and hope; and some, aye, many, also went down to the drunkards grave. Most of the adult cholera victims were also victims of Intemperance, burried into the were also grave. Most of the annul colors victims were also victims of Intemperance, hurried into the presence of their Judge, with but a few hours' warning, and, to all human appearance,—I must say it,—unprepared for eternity!

Never did I more heartily deprecate the vice of drunk-

Never did I more heartily depresent the vice of drunkemess, than when on some of those sad funeral occasions I was only forced to think of the ghastly tenant of
the coffin, as having as it were, recled and staggered
into eternity, but was also forced to see living drunkards as my attendants to the place of burial, and so under the influence of intoxication, at the very grave, as
to be unfit to render the needed aid to those who bury
the dead! On one such occasion I remonstrated with
the only persons, four in number who constituted the
company at the grave, and all of whom were partially
intoxicated: and within three days they had all died of the
choices, and were in their graves, near the spot where I had
foreseaved them of their danger!

WRECK OF THE ERIE-Submarine Opera tions.—In a recent conversation with Mr. Quigley, of Portland, in this county, who is associated with Mr. Green, the well knewn diver, in the work of rissing vessels by the submarine armor, we gathered some interesting particulars concerning the wreck of the Eric and submarine operations.

sibinarine armor, we gathered some interesting particulars concerning the wreck of the Eric and submarine operations.

Mesers. Green & Quigley are now acting in conjunction with a Company who have secared the use of one of Bishop's Patent Boom Derricks for raising wracks, the business of the former being to explore the wrecks as they lee on the bottom, and make fast the tackle for raising them. They have recently been recommendering the wreck of the Eric for this purpose, but have been compelled to suspend operations for the present in sonsequence of bad weather. The object of the explorers has been the discovery of the safe, which is supposed to be still on the boat, but they have not yet been able to penetrate to its supposed locality. In presecuting their search they have found some specie which belonged to the ill-fated passengers, and which was melted by the heat into a variety of curious forms. One specimen shown us by Mr. Q. was in the form of a sprig, to which two or three dollars were attached by their edges. One of the coins presented as by Mr. Q. may be seen at our office. Many boses were also strewed about the wreck. The engine, with the exception of one shaft, which was raised unting a former attempt to raise the wreck, its still on board. By means of the submarine armor, Mr. Q. informs us, the diver is enabled to remain under water from three to four hours without inconvenience, and in one instance, Mr. Green remained over five hours on the Eric. Air is supplied to the diver through a flexible tube by a force pump. He communicates with the surface by pulling a cord, and is also provided with a slate for writing, which is drawn up, upon signal, by those above. When the surface is comparatively still there is sufficient light to enable one to read common news print without difficulty.

In descending, if lowered quickly, a painful sensation and dizziness is experienced by the diver during the first 30 items. A believe the excession of the pressure of the water above assists to counteract the booyant

above assists to counteract the buoyant tendency of that below. A weight of 125 pounds is used in descending to the Eric.

A bottle tightly corked and hermetically scaled with wax was lowered, with the neck uppermost, by Mr. Quigley, to the wreck of the Arlantic, 150 feet, and when drawn up was found two-thirds filled with water. A second experiment was made, by lowering the bottle neck downward, and no water was found in the bottle, showing that the air in the first instances escaped through the cork.

We understand that operations for raising the Eric will be continued as soon in the Spring as the weather will permit.

[Fredomis Censor.

We learn from The Cincinnati Atlas of Monday week, that the freight train leaving Indianapolis on Monday week, that the freight train leaving Indianapolis on Friday for Madison, in crossing a bridge seven miles out, set part of the way across when the bridge broke, and the locometive, tender and six of ten cars loaded with pox, flour and wheat, with three men on the train, were precipitated into the current beneath. The engineer, fireman, and superintendent of the carpenter shop at Indianapolis, were drowned. Three bridges on this road are destroyed. The Jeffersonville Railroad connects with the Madison at Columbus, and has suffered severely in track and bridges. On Friday a freight train going from Indianapolis toward La Payette was pracipitated into Sand Greek, the bridge having been swept away, and all on board, five in number, perished.

The citizens of Orleans, Ia., suffered considerably by the recent floods.

The loss at Cambridge City, In., it is supposed will amount to \$100,000. Mesers. Dinsmore & Conklin were the prin-

The following we copy from The Indianopolis Journal:
The Indianopolis and Bellefoutsine Railroad did not su tain any damage
The Peru and Indianapolis line likewise escaped damage.
The Lafayette and Indianapolis Railsoad Company lost
the bridge over Crooked Creek, five miles from this sity,
and their bridge across Fall Greek, near the city, settle
four feet as the south end. The embankment at that end of

the bridge was washed away to a distance of twenty feet. The connection with Lafayette has been kept up by coache The Terre Haute and Indianapolis Railroad is O. K. The Terre Mante and Indianapous Railroad is O. K., trains running regularly.

Arrest of a Supposed Murderra.—The Louisville Democrat says: A man mained John Kelly, was arrested in Jefferscoville yesterday, for stealing a couple of axes, from the store of a Mr. Davis. He was examined and committed for trail before the next term of the Clark Circuit Court. Kelly is supposed to be one of the persons implicated in the herrible murder of three men, on a trading boat, near Troy, Indiana, some two months ago. It is known that two brothers, named Moses and John Kelly, were the sunderers of the unfortunate men. The former was arrested at Versailles, Indiana, and has confessed the crime. The John Kelly streeted at Jeffersouville, is undoubtedly the brother to the one now in jail at Madison, as the answers to the description in every way. When he was accused of being the murderer of Miller and Gardener he turned very pale and could hardly speak.

Lidough Lidouske in Louisiana.—Under a

LIQUOR LICENSE IN LOUISIANA.-Under Liquon Licesos 15 Louisians, a vote was lavely taken in New-Orleans on the question, whether taverns should be licensed. The result was 5,651 votes for and 3,631 against licenses, but in the first district there was a majority against licenses in each of the seven wards.

The Baton Rouge Advocate states that the election for Representative from that Parish resulted is a tie vote between the three candidates, Messes, Bailey an Duncan (Whigs) and Hatch (Democrat, editor of The Adec cate,) who each received 476 votes. A new election is there-fore necessary. Mrs. Letitia Preston Floyd recently

died in Tazewell county, Va., aged 14 years. She was the widow of Gen. John Floyd, formerly Governor of Virginia, mother to Ex-Governor. John B. Floyd; insec te the late James P. Preston, Governor of Virginia, and aunt to the late Governor James McMcDowell, of Virginia, and Hon Win. C. Preston, of S. C. Hon. Wm. R. King, Vice-President elect, has resigned his seat as a Senator from Alabama, and it thought that he will be succeeded by Hon Benjamin Fit-patrick, formerly a member of the Senate. Senator Clum-ens is also spoken of.

setion of Gov. Foote, and appeals to Gov. Reid, of North Carolina, to appoint a Senator of the United States, after the 4th of March, under a state of things precisely the same as that in Mississippi. Some wags in Wilmington got up a sub-

scription for the burial of Mr. Oldyear, who, it was alleged, died on Friday night last. Several benevolent gentlemen subscribed a dollar each. Thomas F. Meagher has delivered a lec ture in Cincinnati, and is about to repeat it at the reques of many who were unable to procure seats. The Belfast (Me.) Republican is publishing a series of articles in favor of holding a State Convention to alter and revise the Constitution of Maine.

The dry shed attached to the Globe Printing Works in Tiverion, (R. I.) was destroyed by fire last Tuesday night. Partly insured. The Alexandria (Va.) Gazette records the death of Mr. John Roberts, a well-known citizen of that place, aged 37. He was formerly Mayor of the town.

13 Lyman Perry, a member of the Boston Board of Aldermen, died on the 5th lint. He was a mer-

chant.

Peyton Randolph, Esq., died suddenly at the residence of his son, in Washington, on the 4th inst. He was a native of Virginia. The Northern Indicator, is the title of

new weekly saper, published at Concord, N. H., by C. L. Wheeler, deveted to early historical matters of New-England, and to literature.

The Chambersburg (Pa.,) Franklin Repository and Whig, Col. Alex. K. McClure, Editor, has just entered its 69th volume. It has spirited Whig paper.

The Ontario Atlas announces the death. by typhoid fever, of George Willson, Jr., son of the late Jared Willson, Esq., of Ontario. Mr. W. was about 30 17 Treasurer Welch was called from Albany

on the 3d to the home of his mother, at Greene, Ch County, where she has just died.

The Freeman's Journal, published at Cooperstown, Otsego County, and edited by S. N. Shaw, is now printed by steam.

TWO WEEKS LATER FROM CALIFORNIA.

ARBIVAL OF THE NORTHERN LIGHT

DREAT FLOODS INTERRUPTION OF MINING OPERATIONS.

DESTRUCTIVE FIRE AT SHASTA SERIOUS RIOT AT HONOLULU

LOSS OF WHALESHIP BRAMIN MARRIAGES, DEATHS, MARKETS, &c.

The steamship Northern Light, Capt. Thes. Miner, left San Juan del Norte, Jan. 1, at 6 P. M., and arrived of Sandy Hook at 6 A. M., on the 9th, with 247 passengers. The steamer Pacific left San Francisco on

the 13th Dec., and arrived at San Juan del Sud on the morning of the 27th with 350 passengers. Advices from Acapuleo to Dec. 3, state that' the difficulties in the American Consulship were still unsettled, there being three claimants for the office. The new British Consul, Col. Witham, was expected soon at Acapulco from Panama, to take the place of Thomas Fuller, Esq., recalled. Señor Don Antonio Anselmo Cortes, Administrator, of the Customs of Acapulco,

died on the 3d. Honolulu dates are to the 10th November, and give the particulars of a serious riot, occasioned by American sailors, and before it was quelled the station house and Harbor Master's office were burned

The whale ship Bramin, of New-Bedford, was lost in the Arctic Ocean, on the 25th Sept., with a cargo of 1,500 barrels of oil. Her officers and crew

Schooner Mary Howard, of Somerset, Mass., Capt. H. Peterson, left San Juan Nov. 28, with about twenty passengers for New Orleans. On 6th Dec., struck on the Quita Sueno Bank, lat. 14 27 North, los. 81 West, about 190 miles from the main land, where, by means of a small boat and a estamaran, the crew and passengers arrived on the 18th. Most of the passengers and crew having arrived at San Juan, a portion of them left on 31st ult., per steamship Daniel Webster, which arrived at New-Orleans on the 7th inst. Captain, mate, and others of the crew returned by steam

Northern Light to New-York. Left at San Juan, the brig Eolian, from Bermuda, to which place she was bound. Also, British

war schooner Bermuda, Capt. Jollie, in the offing We are indebted to Mr. Henry E. Bunger, the obliging Purser of the Northern Light, for favore, and to Wells, Fargo & Co.'s Express for complete files

and to Wells, Fargo & Co.'s Express for complete files of San Francisco papers.

A Carn.—The undersigned passengers on the steamship Northern Light, from New York to San Juan de Nicaragua, Dec. 20, 1852, desire hereby to express their gratitude to Capt. Miner and his officers for the courteous and gentlemanly treatment uniformly experienced at their hands during the voyage, as well as their satisfaction with the ship. Many of us having been to California, and others habituated to a sca-faring life, thereby possessing experience to judge, are most favorably impressed with the Northern Light as a steamer and a seabout, and all concur unanimously in bearing testimony to the uniform and uncessing kindnesse and vigilance of the Captain, Purser and Officers.

San Juan, Dec. 29, 1852.

CHAS. H. S. WILLIAMS.
P. SMITH M.D.
THEODORE F. MILLS.
H. HIGHAM.
JOSEPH DAVIS,
JOSEPH DAVIS,
JOSEPH DAVIS,
L. J. HIGHAM.
JOSEPH DAVIS,
L. F. FOLGER.
CRIS. TAYLOR.
In behalf of the other passengers.

P. SMITH. M.D.,
THEODORK F. MILLS,
OLIVER C. COFFIN,
JOSEPH DAYIS,
B. F. FOLGER,
In behalf of the other passengers, The following persons came passengers in the

The following persons came passengers in the Northern Light:

Mrs. M. D. Willis, J. W. Mohler, J. De Graf, R. Brudy, C. Moffman, and wife, E. Soule, T. Johnston and servant, M. Chipman, B. H. Frinbee, S. J. Frinbee, C. McKimmons, D. Haward, D. C. Brooks, Mr. Killern, J. H. Goedhue, J. G. Lewis, J. S. Beniard, W. H. Gakler, R. Danning, H. N. Lee, Mr. Depayster, Capt. Carey, Sand. Meroy, Jones Church, Mr. Stalmin and a children, W. C. Dorestt, J. H. Goeden, Mr. S. Cryder, S. Beniard, W. H. Gakler, R. Danning, H. N. Lee, Mr. Depayster, Capt. Carey, Sand. Meroy, Jones Church, Mr. Stalmin and Cabillets, W. C. Dorestt, J. H. Mang, J. C. Careg, A. P. Phipps, J. Ermanns, Mr. Douglass, W. H. Mang, J. C. Careg, A. P. Phipps, J. Ermanns, Mr. Douglass, W. H. Mang, J. C. Careg, A. P. Phipps, J. Ermanns, Mr. Bouglass, W. H. H. Mang, J. C. Careg, A. P. Phipps, J. Ermanns, Mr. Bewart, Win, P. Small, Wat. S. Min, M. W. McWilliams, J. G. Valer, C. Paliston, F. Beckett, J. Langworthy, Geo. Stansell, P. Post, J. Segar, Mr. C. W. Hammond, G. W. Couner, Abm. Bencker, A. Banckor, D. Hayden, F. R. Windsov, B. F. Kane, C. C. Pell, H. Barnes, Jan. D. Hayden, F. R. Windsov, B. F. Kane, C. C. Pell, H. Barnes, Jan. D. Hayden, F. R. Windsov, B. F. Kane, C. C. Pell, H. Barnes, Jan. D. Hayden, F. R. Windsov, B. F. Kane, C. C. Pell, H. Barnes, Jan. R. Game, R. H. Thompson, S. S. Locke, J. M. Locke, W. W. Moulton, Mr. Kinger, Mr. J. Cagnenhall, R. Neal, Mr. Pitlin, L. Nelson, H. R. Games, F. Laffers, B. P. Brown, J. Williams, D. Jones, Win. Thill, S. Osborn, J. Dorr, Mr. Dinnels, P. McNah, W. Culver, A. B. Cleveland, J. H. Berran, Mr. Donough, E. Waranaham, A. M. Osborn, T. H. Merill, T. H. Merill, T. H. Merill, A. Gethore, M. Wenver, A. S. Cleveland, J. H. Bryan, Mr. Donough, E. V. Fairchild, A. Blark, Nelson Imm., Mr. Najbe, H. Leward, Barks, Mr. Bippary, C. Cumingham, E. Sauvalle, Mr. Pull, Mr. Thrall, Mr. Goodell, S. Osborn, J. D. H. Bryan, Mr. Donough, E. V. Fairchild, A. Blark, Nelson Imm., S. Cleveland, J. H. Bryan, Mr. Donough, E. V. Fa

Route to California. No. 1. Correspondence of The N. Y. Tribune.

SAN FRANCISCO, Monday, Dec. 13, 1852. Permit me to continue my remarks upon the voyage to California, via the Isthmus of Pana A histus of some duration has occurred, having its origin in the malign influences, viciseitudes and difficul-ties, which still beset all travelers by that route; and which, even the completion of the railroad cannot which, even the completion of the railroad cannot cobviate. Those influences arise first on board the streamers out of your port. They are generally crowded and over-crowded by peasengers. Through ventilation is almost impossible; while that which might be attained to, is generally shamefully neglected. Their small state-rooms having two and three berths. each, together with the cabin during meals, are but

little else than vapor baths, while in use It matters not at what season of the year the voyage is made: in the inter-tropical region it is always Aor. Between the winter (the wet,) and summer (the dry,) sensons, the great difference is, that in crossing the Isthmus you are entitled to expect in the one case, perfect drenching and soaking, from the time you land on the wharf at Aspinwall, until housed in Panama; in the other, a perfect reasting, and stifling with dust A thorough coating of dust or mud is the perquisite of all; and this condition must remain fixed and unaltera-ble, until the railroad is completed. Thus you perceive the folly our people commit, who wear good or new clothing. While the rainy season continues, every thing is damp or wet. During the period of a month on the Isthmus, I feel safe in saying I scarcely touched or sew any thing dry. The blight and damp of mildew pervades every thing.
Your beggage you must leave behind you, at Cruces

or Gorgona. In the rainy season you come in soaking wet from rain, recking, possibly, in perspiration, and slimed over with mud. (I have seen acores of ladice even thus.) No fire at which to dry your clothes, you must either wear them wet or sally out and procure a suit—a very common practice. You return to your hotel; no baths are there, but the most meagre supply of water imaginable, as water costs generally some two cents per gallon. You give yourself a sorry wipe down, eat as miserable a supper as you please, and then go to bed between damp sheets, with mouldy pillow, mattrass or sacking. This is the true general, and I might almost say particular, character of the hotels of the lethmus, Panama not excepted. In my last I said they were beneath criticism. I will except the Aspinwall at Panama, which was opened after my letter was written. That is an admirably arranged and well kept house (lodging only,) and thither all should resort who value health, comfort, life. Some two and a half to three and a half days are generally spent in Panama awaiting the arrival of the mails and baggage. A considers tion of the baggage arrives about the same time as the mails—the bulk of it lagging behind, however, until the last moment, and then covered with mud and wet, it is tumbled on board the ship; stowed away below to be ruined, or placed in the state-rooms to chance the ruin of the owners, during the first seven or eight days run in the rainy latitudes. It is also a very common occurrence for passengers to be forced either to lie over a fortnight for the ship, or leave their baggage to be forwarded at heavy expense, and not unfrequently never to be recovered. I have been present at auction sales where quantities of baggage pirated from passengers,

The difficulties growing out of climate and season are inseparable and irremediable. But the hotel keepers might be correct to greater efforts for the comfort and health of travelers—forced to farnish woolen mattresses and a liberal supply of blanksts, that peace